

VOLUME XXXIII--NUMBER 30

WASHINGTON, Aug. 2.
Prominent New Orleans Unionists

cluding a Union major general, in private despatches to friends in this city, say not half the atrocities committed by the rebels have been told in the newspaper accounts of the riots. In the suburbs away from the police, who were congregated in the central part of the city, the negroes were butchered remorselessly by the rebels.

It is positively stated that Secretary State did not write a letter endorsing the Congressmen's commendation of the efforts of the Government to suppress the opium smoke, but in this respect has proved futile.

A national cemetery is to be located at Point Lookout, where several thousand soldiers are buried.—[Special to Boston Advertiser.]

THE PROFITS OF COTTON SPINNING.
Nashville, (Tenn.) paper presents the following figures and inducements for the organization of a company and the erection of a ten-thousand spindle mill in that city:
"There is no better investment than the spinning of cotton in this city. One of our best merchants" tells us that cotton yarns from number 8 to 12, the ones most used, are worth forty-five cents per pound. Our ma-

ket prices, place Tennessee cotton at thirty cents per pound. A practical cotton manufacturer says that, with present high price for living, it will cost five cents per pound to manufacture these yarns.

Two hundred thousand dollars will cover all the necessary buildings, and put in complete running order ten thousand spindles, which will produce every day four thousand pounds of these yarns. Then the accounts will stand thus:

4,000 pounds yarns, 45c,	\$1,800
4,000 pounds cotton, 30c,	\$1,200
Manufacturing, 3c @ 30 lb,	200
	1,400
Clear profit per day,	\$400

This, at three hundred working day to the year, will show a clear and clean profits, after paying all expenses, of one hundred and twenty thousand dollars per year, or sixty per cent. on the investment. Let it be borne

in mind that we base these figures and the result upon actual operations, that have taken place this week in our own city."

[One would say that with this enormous profit in only one branch of cotton manufacture, the poor consumers ought to have their cloth afforded to him a little cheaper.]

man in the South who continued loyal to

The British brig *Atimede*, Capt. Crow from Pictou, laden with coal for the Pembroke Iron Works, struck on Morton

DEATH OF JUDGE WHITMAN. The painful intelligence of the death of Hon. Ezekiel Whitman was received in this city yesterday. We understand that his decease was quite sudden. He was engaged in his garden on Wednesday, when he was seized with

an internal pain and expired in a few hours.
His age was about 91 years, but he retained
full possession of his mental faculties up to
the last moments of his long and useful life.
He died at his residence in East Bridgewater.
Mass.—[Portland Press.

Rio & Java Coffee,
Sugar of all kinds
Clear & Mess Pork,
Corn Meal & Flour

Syrup and Molasses,
Soaps
Spices of all kinds,
And a General Assortment

—OF—
GROCERIES
—AT—
WHOLESALE AND RETAIL.
Chas. G. Wilson & Co.

CHAS. G. WILSON & CO.,
MAY 24 117 EXCHANGE ST.
Dissolution of Copartnership
THE Copartnership heretofore existing between
the undersigned under the name of GRAVES
& LONG is this day dissolved by mutual consent
of the partners and will be carried on by WILLIAM W.
LONG, who is authorized to settle all partnership
business.
ROBERT S. GRAVES,
M. W. LONG.
Attest—F. A. WILSON.

Choice Brands Flour
COLE'S "F F F G"
TIEDMAN'S AND PLANT'S
CHOICE OOLONG AND JAPAN TEA.
Just received, a fine lot of

MEENER'S Dairy CHEESE
HARRIS & CONNER.
68 West Market St.
July 18, 1905.

Whig & Courier.

WHEELER & LYNDE, PROPRIETORS.
W. H. WHEELER, EDITOR.
Business letters should be addressed to the Publishers, "Whig & Lynde."

SATURDAY, AUGUST 4, 1886.

UNION NOMINATIONS.

Gen. J. L. CHAMBERLIN.

For Representative to Congress.
1st Dist.—JOHN LYNN, Portland.
2d Dist.—SIDNEY PERHAM, Bangor.
3d Dist.—JAMES G. BLAINE, Augusta.
4th Dist.—JOHN A. PETERS, Bangor.

Union County Convention.

The Union Voters of the County of Union are requested to send delegates to a Convention to be held at the CITY HALL in BANGOR, on Wednesday, the 23d day of August, next, at 11 o'clock in the forenoon.
For the purpose of nominating three Senators, a County Treasurer, a County Commissioner, a Sheriff, and for the transaction of any other business that may properly come before said Convention. Every Union man is invited to attend. Delegates for every 500 votes cast for Gov. Cook in the last election, and for a fraction of 250 more votes, another delegate.

JOHN LYNN, Chairman.
SIDNEY PERHAM, Secretary.
JAMES G. BLAINE, Treasurer.
JOHN A. PETERS, County Committee.

What General Chamberlain Says.

All must unite in demanding security for the future. We must have a future that is secure. We must have a future that is secure. We must have a future that is secure.

History of the Atlantic Cable Enterprise.

Previous to the year 1854, (says the Boston Journal) several successful attempts had been made to connect different countries by means of submarine telegraph lines. The successful completion of a telegraph line between France and England in 1851, achieved by Mr. Brett and a few associates, demonstrated the feasibility of accomplishing greater undertakings, and the results were so favorable to the commercial and social interests of the country, that a strong desire was awakened to extend this enterprise between England and this country. No little encouragement was received from investigations made of the bed of the Atlantic Ocean and the physical geography of the sea, for two most valuable facts were ascertained: the absence of all currents interfering with the steady descent of the cable, and a level bottom where the cable would lie quiet and undisturbed. So favorable the latter feature of the ocean, that it called the "great telegraphic plateau." This plateau commences near St. John's, Newfoundland, and stretches away to the south of the ocean is covered with innumerable shells, and from their complete sterility it is inferred that the most perfect stillness reigns in the abyssal depths below.

In the month of April, 1854, the Colonial Legislature of Newfoundland incorporated a company for the purpose of establishing telegraphic communications between North America and Europe. In addition to the important privileges of land and subsidy, the company sold, and exclusive right to land telegraphic lines on the shores of Newfoundland and the coast of Labrador, from the entrance of Hudson's Straits to the Straits of Belle Isle. This act was subsequently ratified by Her Majesty's government, home. In 1854, similar grants were obtained from Prince Edward's Island and State of Maine. This company, then, had an entire monopoly of the country, for the purpose of laying a submarine telegraph between America and Europe. Telegraphic communications, in connection with the cable, have also been made at St. John's as the main land, and on the other side, Val de la Bay, in Ireland, the cable is connected with England.

Before the first experiment of an Atlantic cable was made, Prof. Morse, the inventor of the telegraph, visited England and made many experiments in order to determine various points connected with the phenomena of submarine currents, and the result came to be that the problem of laying a submarine telegraph line across the Atlantic Ocean would prove a success. In the year 1854, experiments were first made by Mr. William Whitehouse on the subject of its relation to cable telegraphing, by connecting with a cable, containing 600 miles of submarine wire, and in the following year other experiments were made on 112 miles of similar wire, and the result obtained recorded with the utmost care, by means of a machine invented for that purpose. Afterward it was successfully demonstrated to Mr. Morse that over an underlength of 2000 miles of cable, telegraphic operations could be carried on with sufficient accuracy and speed. These experiments developed the additional fact that a large conducting wire was not required.

The subject of laying this telegraphic line having been laid before the Lords Commissioners of Her Majesty's Treasury in 1855, addressed to the Earl of Clarendon, requesting certain privileges of protection, they replied that the British Government was prepared to enter into a contract with the company on the condition that £250,000 capital be subscribed; that in this event the Government would furnish ships to assist in the laying soundings and laying down the cable, and as long as it should continue in successful operation, pay the sum of £14,000 per year as a remuneration for the work done in behalf of the Government; and that the British and United States Governments should have the priority over all other parties. Returning to America, Mr. Cyrus W. Field, who had been active in behalf of the founders of the scheme, laid the subject before

the cable was laid from the Agamemnon on the 6th of August.

The news of the result of this great work which had failed to many times, and at last had been accomplished, created the greatest joy throughout the United States, and this occasion was celebrated in every city in the country. Messages were transmitted on the 16th of August between Her Majesty Queen Victoria, and His Excellency President Johnson, congratulating each other on the result.

This great enterprise, however, was destined to be a failure. It was found that the insulated wire required a new character when submerged in salt water, and instead of being mere conductors they were of the nature of Leyden jars. Many other interesting phenomena were observed which appeared to render the cable useless after a few days. From the first there seems to have been some defect in the cable near the shore at Valparaiso Bay, which sometimes caused interruptions and imperfect signals. Every possible means was taken to remedy the defects and find out the cause of the failure of the cable, but without success. The most able electricians were sent to Valparaiso, and powerful batteries used, but after employing a power more than 1000 times greater than ordinary, the hopelessness of any further attempt was made apparent. From many experiments, it was concluded that there must have been a faulty place in the cable about 278 to 300 miles from Valparaiso. The cost of the cable, together with the shore ends, was \$1,250,250, and the total expenditures of the project up to December 1, 1858, had amounted to \$1,834,500.

In 1862 Mr. Field again visited London and had interviews with Messrs. Glass, Elliot & Co., manufacturers of submarine cables, on the subject of making a good and durable cable for the Atlantic. Although a full and complete account of the unsuccessful laying of 1858 has been previously published, written by Dr. Russell of the Times, yet we give a brief abstract of this attempt. The expense of making and laying the cable was estimated at \$3,000,000, and the governments of England and the United States guaranteed to give a dividend of eight per cent. on the capital stock as long as the cable worked. The cable was 2680 miles long and one and eight inches in diameter. The conductors consisted of seven copper wires, each of 300,000 miles long, and the breaking strain was such that it would bear its own weight in eleven miles depth of water. The length of the cable shipped was 2200 miles. The cable was taken on board the Great Eastern and was lowered into the tanks built on the lower deck. The work of laying the cable commenced July 21st, and continued, with little interruption, for forty days. When 1032 miles had been made and 1186 miles of cable had been laid, a serious defect was discovered, and for it could be removed, the cable parted and the work was postponed. Several attempts were made to secure the cable, but without success. A buoy was placed over the spot where the cable parted, and all further operations were postponed till this year.

The present cable, as suggested, is not much different from the others which have been described. The conductor is composed of seven copper wires, each of 300,000 miles long, and the breaking strain is such that it would bear its own weight in eleven miles depth of water. The length of the cable shipped was 2200 miles. The cable was taken on board the Great Eastern and was lowered into the tanks built on the lower deck. The work of laying the cable commenced July 21st, and continued, with little interruption, for forty days. When 1032 miles had been made and 1186 miles of cable had been laid, a serious defect was discovered, and for it could be removed, the cable parted and the work was postponed. Several attempts were made to secure the cable, but without success. A buoy was placed over the spot where the cable parted, and all further operations were postponed till this year.

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Salesmen Wanted.

To travel through the Cities and Villages of the United States to solicit and sell orders for sample. Experienced men must be preferred capable of doing good business. The salary is \$1000 per year, plus a commission of 10% on all sales. Apply to J. H. BROWN, Franklin House, Bangor, from 10 to 12 o'clock, Monday and Tuesday, August 4th and 5th, 1886.

GRAND EXCURSION!

Once More for Mount Desert.

Steamer REGULATOR, Capt. J. A. BROWN, will leave Bangor for S.W. Harbor, Mt. Desert, and Sandy Point, Maine, on Monday, August 8th, at 10 o'clock A.M. Returning, will leave S.W. Harbor at 10 o'clock P.M., arriving in Bangor at 10 o'clock P.M. Fare for the excursion, \$2.00. Refreshments can be had at 10 o'clock P.M. Fish Chowder can be had at either of the above places. A Band of Music will accompany the excursion. Bangor, Aug. 2, 1886. (Times)

Wanted.

Can any of our friends furnish us the following numbers of the "Wife," to complete files: 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 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